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A. HOT : ULDINGSELPER	н. Адар, на граф 1534, гочиция пъвите композитално заправа съст	CONTRACTOR ACCORDANGEMENTS SECTIONAL CONTRACTOR	CONT. TO CALLESTONION, OR THE MEDICAL PROPERTY PARTY AND THE PARTY AND T	шунасынга жененден сүчөөк, шаналыкында байын онын байын соңын да	SIDERET MENTER PLANNER FRANKE SERVER FRANKLICH FRANKLICH AND FRANKLICH SERVER AND FRANKLICH SERVER FRANKLICH SERVER AND FRANKLICH SERVE	
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2.	>	trucks were seer	n entering an	l lesving the field	18	25 25
				mounting a searghl	ight	25
30			d aircraft wa	re observed at the	field between	
	9 and 21 July 5 July Throu	ghout the day, Mi	G-15s and U-M	LG-13s practiced f1	ying in elements	
	of two, most	ly over the clouds	s, for 30 to .	O minutes duration	i. There was a	
<b>(1</b>	terminated,	the aircraft indir ng a large bank. T	vidually flew	m. When formation through the clouds 3, a Li-2		2
	<u>lo July.</u> The		there was no	air activity probat	ly because of	
	<u>ll July.</u> No 1100, 22 MiG	air activity was o -1.5s and U-MiC-15:	s, 2 Yek-lls,	ause of frequent re and 2 Po-2s were o	counted at the	
	with a small	cerriage under th	he left ving.	-15s with auxiliery Two MiG-15 or U-Mi	.G-15s were observe	d
•	their tail u included in	nits could be obse the 22 MiG-15s co	erved. These unted at the	lield.	e alert flight wer	e
	13 July, Bet		0, flying in	elements of two was		cree .
		s duretion. At 113 nd visibility was	limited to 1	) lus	en it became lightly	y 2
25 <b>X</b> 1	Klights.			haring the morning,	•	
	Commissions o	f four. Then form	cloments of stion Mying SCRUP	two and, while clin was practiced over = V.S. OFFICIALS (		•

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clouds. The ceiling was not entirely closed and there were occasionally light rain showers. After a flight time of 25 to 35 minutes, the account individually placed the clouds coming down. Between 1000 and 1400 3 Po-2s took off and landed at the Bechlin auxiliary airfield. At 1045, a 11-2 landed at Neuruppin airfield coming from the morthwest. 15 July. Some flights were conducted by MiG-15s and U-MiG-15s during daytime. here were intermittent rain showers. In the afternoon, it rained continuously. After 2030, incpite of occasional rain, firing at tousd sleeve targets was practiced while searchlights were in operation, A MIG-15 or U-MIG-15 took off towing a sleeve target fitted on a 100 to 120 meters long rops and climbed to an altitude of 1,200 to 1,800 meters. There, the searchlight of the aircraft flashed up twice. Thereupon, 3 searchlights located south of the field were put in operation and radiated their light to the sleeve target. At the same time, the attacking aircraft flew to the right reer of the towing plane and at the same altitude. As soon as the sleeve target was caught by the serrchlights, the attacking sircraft Mashed up its landing light twice and then made the first attack at an angle of about 30 degrees firing 3 to 5 rounds probably with the cannon. After the attack, the aircraft pulled off to the right and then repeated the attack. Each aircraft usually fired four times and them drew off toward the left and landed at the field. After the last attack, the searchlights were dimmed, while the towing directeft flow again in the area south to southeast of the field where enother attacking aircreft was waiting to make the same attacks as described above. then the attacks by the second aircraft sere terminated, the sleeve target was released over the field and the towing aircraft landed. Subsequently, the next aircraft took eff. All of the aircraft layelyed had set position lights and were fitted with auxiliary fuel tanks. The take-offs and landings were made on the filuminated runwry, but without the use of landing lights or ground searchlights. 16 July. Between 0930 and 1430, there was mir activity by two formations of four aircraft each. The sky was 8/10 to 9/10 overcest and there were intermittent showers. The aircraft took off in alsocats of two and landed individually. Men the formation of aircraft was being dispersed, the aircreft flying at the left reer of the leading aircraft changed to the right side while the other two aircraft flow in echolon farther to the

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17 July. During the morning, only a few individual Klights were made while there were intermittent rain showers and drizzle. Visibility was limited to less than 3 km. 18 July, No air activity was observed. Some Tak-11s and Po-2s and 22 MIG-15s and U-MiG-15s were counted at the Mold. 20 July. Some high-altitude flights were made by individual aircraft for shout 25 minutes duration and some flights in elements of two were conducted et an altitude of 5,000 to 6,000 meters. During the early afternoon, a Yak-A was aloft, probably as a target representation for light AA guns. 21 July. Botween 0845 and 1620, firing at ground targets was practiced. There was a 7/10 to 8/10 overcast and light rain showers. The MiG-15s and U-MiC-15s took off in elements of two and climbed in a left bank while the second alreraft flew at a large distance from the leading aircreft. At an altitude of 1,200 to 2,500 meters, the leader of the element dived at an angle of 40 to 50 degrees approximately over the southeastern edge of the field. A burst of fire esnalating of 3 to 8 rounds was given with a camon, then the aircraft pulled out of dive at an altitude of about 300 meters, and climbed again. While the first atteract climbed, the second eircraft approached for the attack, During the moon hours, 2 MiG-15s ands aerobetics. 1

right rear. In this formation, the eigeref; approached for landing,

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observed from the top story of the flight ematrol brilding. On the recf of the building was an automas must which had redisting reds at its upper end.  During the afternoon, neveral officers wearing black linen flying suits over their uniforms carrying helmets and map cases entered the flight control station. At first, they went into a room for a short while, in which a major was sitting. They obviously reported there. Subsequently, they entered another room occupied by about 5 officers. The adjacent room housed a radio installation, after leaving the second room, some officers put slips into their map cases.  1. Comment. Houseppin airfield is occupied by a fighter regiment equipped with about 24 MiG-15s. The pilots still conduct intensive training activity		SECRET/	- U.S. OFFICIALS ONLY		
adveret of the alert flight. The other MC-15s and U-NG-15s were parked in the heager area. These charingss were either new or nawly painted. They were fitted with parametric times and were about 1 meter long, 70 to 80 on high and 60 to 70 on wide each. They were supported by a forked support in front. All of the carts stood near or under the left wing, of the aircraft and were connected to the aircraft by a cable or hose.  5. Between 12 and 21 July, the weather was morely very cloudy and rainy. On some days, there were intendive air newly very cloudy and rainy. On some days, there were intendive air newly by MG-15s and U-MG-15s which made flights in formations of two and four mostly over the clouds. Firing at towed sleeve tergets was practiced during the dayline and also at night on 15 July, On 21 July, diving was practiced during the dayline and also at night on 15 July, on 21 July, diving was practiced during the dayline and also at night on 15 July, a MG-15 croused over the town. On 18 July, there was no air activity. In addition to the 4 alors aircraft, 18 MG-15s and U-MG-15s were counted at the field.  6. Between 13 and 21 July, MG-15s and U-MG-15s practiced flying in formations of two and four for up to 1 how duration. The neather was usually rainy. During the might of 15 July, firing at towed alors target are practiced while exercilizates were in operation. The neather the series are practiced while exercilizates were in operation. The neather has portern section of the flight control brilding. On the roof of the building was an antenna most which has rediating rods at its upper ond.  1. During the afternoon, neveral officers wearing block lines flying suits over their uniforms carrying balacts and may cases entered the flight control estion. After heaving the second room, some officers put clipp into their may cases.  1. Comments. The carriages are mobile starting generators which have repeatedly been reported from other airfields in Best Cermany.			<b>= 3</b> ==		
Ca some days, there was intendive air activity by Mid-lys and U-Mid-lys which made flights in formations of two und four mostly over the clouds. Firing at towed sleeve tergets was practiced during the daytime and also at night on 15 July. On 21 July, diving was practiced at a terget in the northern section of the field. Occasionally, Po-2s were aloft. About 0900 on 16 July, a Mid-15 crossed over the town. On 18 July, there was no air activity. In addition to the 4 alors aircraft, 18 Mid-15s and U-Mid-15s were counted at the field.  6. Between 13 and 21 July, Mid-15s and U-Mid-15s practiced flying in formations of two and four for up to 1 how duration. The weather was usually rainy. During the night of 15 July, firing at towed sleeve targets us practiced while searchights were in operation. The swept-back jet fighters individually attacked the alcove target firing 4 to 6 rounds each time. On 21 July, dives were under a target in the porthern section of the field. The aircraft also fired at the target.  7.		aircreft of the alort fli perked in the hangar are painted. They were fitted meter long, 70 to 80 cm i supported by a forked au under the left wing, of	ight. The other MiG-15s and a. These carriages were eit d with pacumetic tires and high and 60 to 70 om wide e poort in front. All of the	U-NSC-15s were her new or medily were about 1 coh. They were carts stood near or	
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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REFORT

CD NO.

COUNTRY

Poland

DATE DISTR.

SUBJECT

Oderwerke Shipyard in Szczecin (Stettin)

NO. OF PAGES

W

29 October 1954

PLACE ACQUIRED

DATE OF INFO.

NO. OF ENCLS.

SUPPLEMENT TO REPORT NO.

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- 1. The newly built Soviet motor ship INGUL, about 3,000 GRT, was almost completed and was tied up to the outfitting quay in the Oderwerke Shippard in Stettin between 5 and 12 June 1954. Another ship was under construction on one of the building slips. Her hull was complete and she seemed to be ready to be launched in about six weeks. Another two newly built ships were moored at the shippard's quay. Judging by the standard working tempo in Western shippards, they could be completed in possibly eight weeks.
- From 5 to 12 June 1954, the Polish landing craft
  were also in the shipyard for undetermined repair.

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to a new shipbuilding program, six ships ranging between 2,000 and 3,000 tons were to be built at the yard for the USSR, and that two of them had already been completed and were in operation. I the ship INGUL was due to leave the yard for shakedown runs on 15 June 1954. Another two ships were nearing completion while the sixth ship was still on the stocks. In oother orders for the construction of new ships were expected after this building program had been completed. No other orders were on hand at the time and, since the shippard had to confine its activity to repair work, the labor force of the yard was in fear of losing their jobs.

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Comment. The two ships already in operation may be the CHULYM and the TOM, on which reports were previously submitted.

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Comment to this report stated that no Soviet ship by the name of TOM was known. Actually, Soviet S.S. TOM, 2,735 GRT, passed the Kiel Canal in late June 1954.

however, this ship was built at the Danzig shipyard. It remains to be determined whether the INGUL is a motor ship, as indicated in this report, since

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the CHULYM and the TCM are steamships.

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